

SCIP #9  
GRANT

**APPLICATION FOR FINANCIAL ASSISTANCE**  
**Revised 4/99**

**IMPORTANT:** Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

**SUBDIVISION:** Delhi Township **CODE#** 061-21504

**DISTRICT NUMBER:** 2 **COUNTY:** Hamilton **DATE** 9 / 1 / 08

**CONTACT:** Robert W. Bass **PHONE #** (513) 922 - 8609

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

**FAX** (513) 347-2874 **E-MAIL** rbass@delhi.oh.us

**PROJECT NAME:** Victory Heights Improvement Project

**SUBDIVISION TYPE**

(Check Only 1)

- ☐ 1. County  
☐ 2. City  
☒ 3. Township  
☐ 4. Village  
☐ 5. Water/Sanitary District  
(Section 6119 O.R.C.)

**FUNDING TYPE REQUESTED**

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$171,500.00  
☐ 2. Loan \$ \_\_\_\_\_  
☐ 3. Loan Assistance \$ \_\_\_\_\_

**PROJECT TYPE**

(Check Largest Component)

- ☒ 1. Road  
☐ 2. Bridge/Culvert  
☐ 3. Water Supply  
☐ 4. Wastewater  
☐ 5. Solid Waste  
☐ 6. Stormwater

**TOTAL PROJECT COST:** \$ 350,000.00

**FUNDING REQUESTED:** \$ 171,500.00

**DISTRICT RECOMMENDATION**

To be completed by the District Committee ONLY

**GRANT:** \$ 171,500 **LOAN ASSISTANCE:** \$ \_\_\_\_\_  
**SCIP LOAN:** \$ \_\_\_\_\_ **RATE:** \_\_\_\_\_ % **TERM:** \_\_\_\_\_ yrs.  
**RLP LOAN:** \$ \_\_\_\_\_ **RATE:** \_\_\_\_\_ % **TERM:** \_\_\_\_\_ yrs.

(Check Only 1)

- ☒ State Capital Improvement Program ☐ Small Government Program  
☐ Local Transportation Improvements Program

OFFICE OF NEW BURLINGTON  
COUNTY ENGINEER  
2008 SEP 12 AM 10:50

**FOR OPWC USE ONLY**

**PROJECT NUMBER:** C \_\_\_\_\_ /C \_\_\_\_\_  
**Local Participation** \_\_\_\_\_ %  
**OPWC Participation** \_\_\_\_\_ %  
**Project Release Date:** \_\_\_\_/\_\_\_\_/\_\_\_\_  
**OPWC Approval:** \_\_\_\_\_

**APPROVED FUNDING:** \$ \_\_\_\_\_  
**Loan Interest Rate:** \_\_\_\_\_ %  
**Loan Term:** \_\_\_\_\_ years  
**Maturity Date:** \_\_\_\_\_  
**Date Approved:** \_\_\_\_/\_\_\_\_/\_\_\_\_  
**SCIP Loan** \_\_\_\_\_ **RLP Loan** \_\_\_\_\_

## 1.0 PROJECT FINANCIAL INFORMATION

### 1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

a.)	Project Engineering Costs:	
	1. Preliminary Engineering	\$ 0.00
	2. Final Design	\$ 0.00
	3. Other Engineer Services *	\$ 0.00
	Supervision	\$ 0.00
	Miscellaneous	\$ 0.00
b.)	Acquisition Expenses:	
	1. Land	\$ 0.00
	2. Right-of-Way	\$ 0.00
c.)	Construction Costs:	\$ 315,000.00
d.)	Equipment Purchased directly:	\$ 0.00
e.)	Other Direct Expenses:	\$ 0.00
f.)	Contingencies:	\$ 35,000.00
g.)	TOTAL ESTIMATED COSTS:	\$ 350,000.00

MBE Force Account  
\$ \$

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

### 1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ 0.00	0
b.) Local Public Revenues	\$ 175,000.00	50
c.) Local Private Revenues	\$ 0.00	0
d.) Other Public Revenues		
1. ODOT PID# <u>County</u>	\$ 3,500.00	1
2. EPA/OWDA	\$ 0.00	0
SUB TOTAL LOCAL RESOURCES:	\$ 178,500.00	51

e.) OPWC Funds		
1. Grant	\$ 171,500.00	49
2. Loan	\$ 0.00	0
3. Loan Assistance	\$ 0.00	0

SUB TOTAL OPWC RESOURCES: \$ 175,000.00

f.) TOTAL FINANCIAL RESOURCES: \$ 350,000.00 100

\*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

### 1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

## 2.0 PROJECT INFORMATION

**IMPORTANT:** If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Victory Heights Improvement Project

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

**a: SPECIFIC LOCATION:**

The streets in this project are located in the Victory Heights Subdivision which is located in north-central Delhi Township.

**PROJECT ZIP CODE:** 45233

**b: PROJECT COMPONENTS:**

This partial reconstruction project consists of complete curb replacement, extensive full depth (10% of total surface) and partial depth (50% of all joints at 2" width) repairs, milling the existing overlay and a new asphalt surface. Drainage corrections will be made as needed.

**c: PHYSICAL DIMENSIONS / CHARACTERISTICS:**

Roadway widths are 25 feet from back-to-back of curb. Pavements are original, brittle and exhibit severe cracking, weathering and raveling to the original surface. Water collects as ponds on the roadway surfaces (see photos) due to uneven and broken pavements. Surface and subgrade level water intrusion causes base failures throughout. See additional support information for pavement management system ratings and roadway deficiencies. Photo documentation backs up the pavement management results (photos were taken in August, 2008).

**d: DESIGN SERVICE CAPACITY:**

**IMPORTANT:** Detail shall be included regarding current service capacity vs. proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household. Attach current rate ordinance.

Current service capacity design is adequate for the existing use. Maximum ADT = 370 vehicles per day x 1.2 = 444 total users.

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

### 3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ 350,000.00	100%
State Funds Requested for Repair and Replacement	\$ 375,000.00	50%
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ 0.00	0%
State Funds Requested for New and Expansion	\$ 0.00	0%

### 4.0 PROJECT SCHEDULE: \*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>01/01/09</u>	<u>02/28/09</u>
4.2 Bid Advertisement:	<u>03/01/09</u>	<u>03/31/09</u>
4.3 Construction:	<u>04/01/09</u>	<u>09/15/09</u>

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st of the Program Year applied for.

### 5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	<u>Jerome F. Luebbbers</u>
	TITLE	<u>Trustee – C.E.O.</u>
	STREET	<u>934 Neeb Road</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45233</u>
	PHONE	<u>(513) 922 - 3111</u>
	FAX	<u>(513) 922 - 9315</u>
	E-MAIL	<u>N/A</u>
5.2	CHIEF FINANCIAL OFFICER	<u>Kenneth J. Ryan</u>
	TITLE	<u>Clerk– C.F.O.</u>
	STREET	<u>934 Neeb Road</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45233</u>
	PHONE	<u>(513) 922 - 3111</u>
	FAX	<u>(513) 922 - 9315</u>
	E-MAIL	<u>ken.ryan@fortwashington.com</u>
5.3	PROJECT MANAGER	<u>Robert W. Bass</u>
	TITLE	<u>Highway Supt.-Project Manager</u>
	STREET	<u>665 Neeb Road</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45233</u>
	PHONE	<u>(513) 922 - 8609</u>
	FAX	<u>(513) 347 - 2874</u>
	E-MAIL	<u>rbass@delhi.oh.us</u>

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

X A certified copy of the legislation by the governing body of the applicant authorizing a designated Official to submit this application and execute contracts. (Attach)

X A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)

X A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)

       A copy of the cooperation agreement(s) if this project involves more than one subdivision or district. (Attach)

X Capital Improvements Report: (Required by 164 O.R.C. on standard form)

  x   A: Attached.

       B: Report/Update Filed with the Commission within the last twelve months.

       Floodplain Management Permit: Required if project is in 100-year floodplain. See Instructions.

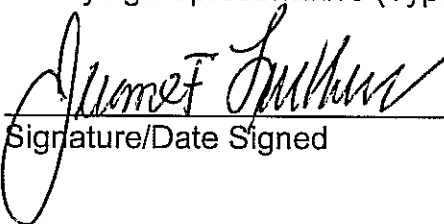
X Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

**IMPORTANT: Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.**

Jerome F. Luebbers – Chief Executive Officer  
Certifying Representative (Type or Print Name and Title)

  
Signature/Date Signed

September 10, 2008

**Delhi Township**  
**Public Works Department**  
**Rehabilitation and Repair Project**  
**Victory Heights Subdivision**

ITEM	203 EXC. W/ EMB.	251 P.D. REPAIR	252 F.D. RIGID PMT. REPAIR	254 PMT. PLANING	254 PATCH PLAN. SURF.	448 A.C. CON. INT.	448 A.C. CON. SUR.	604 C.B. ADJ. (SGI)	604 C.B. REC. (SGI)	604 C.B. ADJ. (DGI)	604 C.B. REC. (DGI)
MEASURE	C. Y.	S. Y.	S. Y.	S. Y.	S. Y.	C. Y.	C. Y.	EA.	EA.	EA.	EA.
		6%	12.50%			1"	1.5"				
UNIT COST	\$64.43	\$29.87	\$69.71	\$1.63	\$5.95	\$150.00	\$150.00	\$309.00	\$460.00	\$463.50	\$600.00
STREET											
Victoryview	58.00	278.00	578.00	4,625.00	463.00	128.00	193.00	2.00	3.00	2.00	3.00
Subtotal	\$3,736.94	\$8,303.86	\$40,292.38	\$7,538.75	\$2,754.85	\$19,200.00	\$28,950.00	\$618.00	\$1,380.00	\$927.00	\$1,800.00
Hiddenlake	20.00	98.00	204.00	1,625.00	163.00	45.00	68.00	1.00	1.00	1.00	1.00
Subtotal	\$1,288.60	\$2,927.26	\$14,220.84	\$2,648.75	\$969.85	\$6,750.00	\$10,200.00	\$309.00	\$460.00	\$463.50	\$600.00
Hollowview	17.00	80.00	166.00	1,327.00	133.00	37.00	56.00	1.00	1.00	1.00	0.00
Subtotal	\$1,095.31	\$2,389.60	\$11,571.86	\$2,163.01	\$791.35	\$5,550.00	\$8,400.00	\$309.00	\$460.00	\$463.50	\$0.00
Pat	7.00	32.00	67.00	534.00	53.00	15.00	23.00	0.00	1.00	0.00	1.00
Subtotal	\$451.01	\$955.84	\$4,670.57	\$870.42	\$315.35	\$2,250.00	\$3,450.00	\$0.00	\$460.00	\$0.00	\$600.00
Contingencies	10.20	48.80	101.50	811.10	81.20	22.50	34.00	0.40	0.60	0.40	0.50
Subtotal	\$657.19	\$1,457.66	\$7,075.57	\$1,322.09	\$483.14	\$3,375.00	\$5,100.00	\$123.60	\$276.00	\$185.40	\$300.00
Total Quantity	112.20	536.80	1,116.50	8,922.10	893.20	247.50	374.00	4.40	6.60	4.40	5.50
Total Price	\$7,229.05	\$16,034.22	\$77,831.22	\$14,543.02	\$5,314.54	\$37,125.00	\$56,100.00	\$1,359.60	\$3,036.00	\$2,039.40	\$3,300.00

**Delhi Township**  
**Public Works Department**  
**Rehabilitation and Repair Project**  
**Victory Heights Subdivision**

ITEM	604 STM. MH. ADJ.	604 SAN. MH. ADJ.	604 STM. MH. REC.	604 SAN. MH. REC.	608 CURB RAMP	609 18" CURB REPLACE	614 MAINT. TRAFFIC	SPL. HYDRO- SEED	SPL. DWNSPT. ADJ. (AS DIR)		TOTAL COST
									L.F.	L.F.	
MEASURE	EA.	EA.	EA.	EA.	S.F.	L. F.	L. S.	L.F.	L.F.	L.F.	
UNIT COST	\$103.00	\$103.00	\$386.25	\$386.25	\$5.92	\$18.02	\$12,058.95	\$1.00	\$8.25		
STREET											
Victoryview											
Subtotal	2.00 \$206.00	2.00 \$206.00	2.00 \$772.50	2.00 \$772.50	770.00 \$4,558.40	3,100.00 \$55,862.00	0.25 \$3,014.74	3,100.00 \$3,100.00	100.00 \$825.00		\$184,818.92
Hiddenlake											
Subtotal	1.00 \$103.00	1.00 \$103.00	1.00 \$386.25	1.00 \$386.25	0.00 \$0.00	1,170.00 \$21,083.40	0.25 \$3,014.74	1,170.00 \$1,170.00	100.00 \$825.00		\$67,909.44
Hollowview											
Subtotal	0.00 \$0.00	1.00 \$103.00	0.00 \$0.00	1.00 \$386.25	0.00 \$0.00	956.00 \$17,227.12	0.25 \$3,014.74	956.00 \$956.00	50.00 \$412.50		\$55,293.24
Pat											
Subtotal	0.00 \$0.00	0.00 \$0.00	0.00 \$0.00	1.00 \$386.25	0.00 \$0.00	384.00 \$6,919.68	0.25 \$3,014.74	384.00 \$384.00	20.00 \$165.00		\$24,892.86
Contingencies											
Subtotal	0.30 \$30.90	0.40 \$41.20	0.30 \$115.88	0.50 \$193.13	77.00 \$455.84	561.00 \$10,109.22	0.00 \$0.00	561.00 \$561.00	27.00 \$222.75		\$32,085.55
Total Quantity	3.30	4.40	3.30	5.50	847.00	6,171.00	1.00	6,171.00	297.00		365,000.00
Total Price	\$339.90	\$453.20	\$1,274.63	\$2,124.38	\$5,014.24	\$111,201.42	\$12,058.95	\$6,171.00	\$2,450.25		

This is to certify that upon the satisfactory completion of this work,  
the useful life of the streets on this project will be at least 30 years.

Signed: William W. Boyer P.E., P.S.



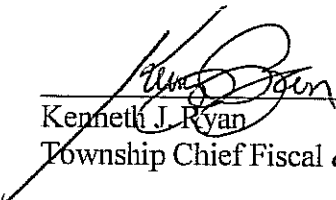
Michael Davis, Trustee  
Albert Duebber, Trustee  
Jerome Luebbers, Trustee

Kenneth Ryan, Fiscal Officer

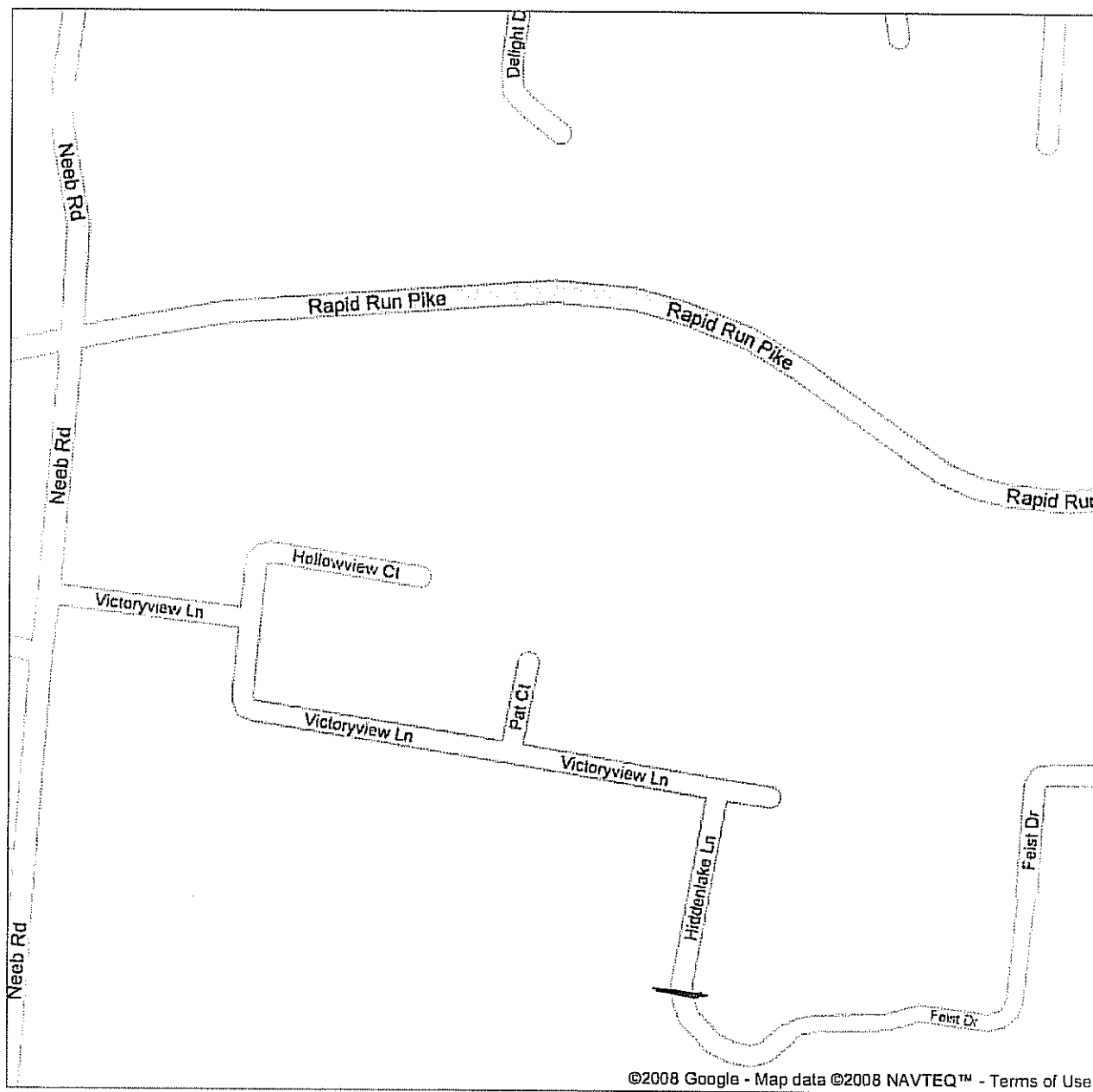
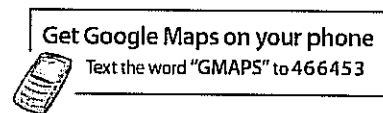
Robert Bass, Public Works Director

## STATUS OF FUNDS

This is to certify that Delhi Townships portion for the funding of this project is available or will become available on January 1, 2009.

  
Kenneth J. Ryan  
Township Chief Fiscal & Financial Officer





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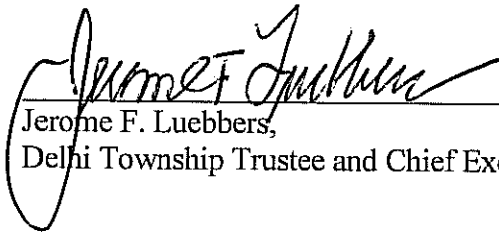
Michael Davis, Trustee  
Albert Duebber, Trustee  
Jerome Luebbbers, Trustee

Kenneth Ryan, Fiscal Officer

Robert Bass, Public Works Director

## CERTIFICATION OF TRAFFIC VOLUME

This statement is to certify that traffic volumes noted for this project are true and correct to the best of my knowledge.



Jerome F. Luebbbers,  
Delhi Township Trustee and Chief Executive Officer



Michael Davis, Trustee  
Albert Duebber, Trustee  
Jerome Luebbbers, Trustee

Kenneth Ryan, Fiscal Officer

Robert Bass, Public Works Director

## ENABLING LEGISLATION

Trustee Luebbbers moved and Trustee Davis seconded to apply to the District 2 Integrating Committee for the below mentioned projects (in the priority order listed) and to appoint Jerome F. Luebbbers as Chief Executive Officer, Kenneth J. Ryan as Chief Financial Officer and Robert W. Bass as Project Manager.

Projects being requested for SCIP Funding for Program Year 2009

- |     |   |                       |
|-----|---|-----------------------|
| 1.) | Victory Heights Improvement Project   | \$ 350,000.00         |
| 2.) | Mt. Alverno Estates Improvement Project<br>(township construction match is 50%) | <u>\$1,000,000.00</u> |

<b>Grand Project Totals</b>	<b>\$1,350,000.00</b>
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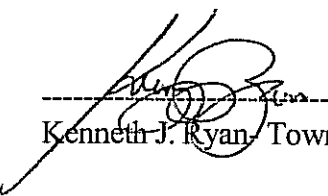
Trustees Duebber, Davis and Luebbbers voted aye at roll call. **Motion Carried.**

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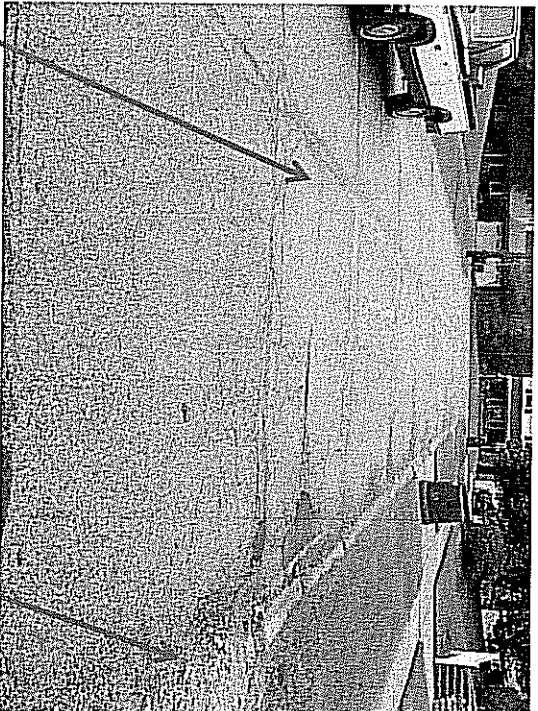
### Certificate of Clerk

It is hereby certified that the foregoing is a true and correct copy of a motion passed by the Delhi Township Board of Trustees in session on September 10, 2008.

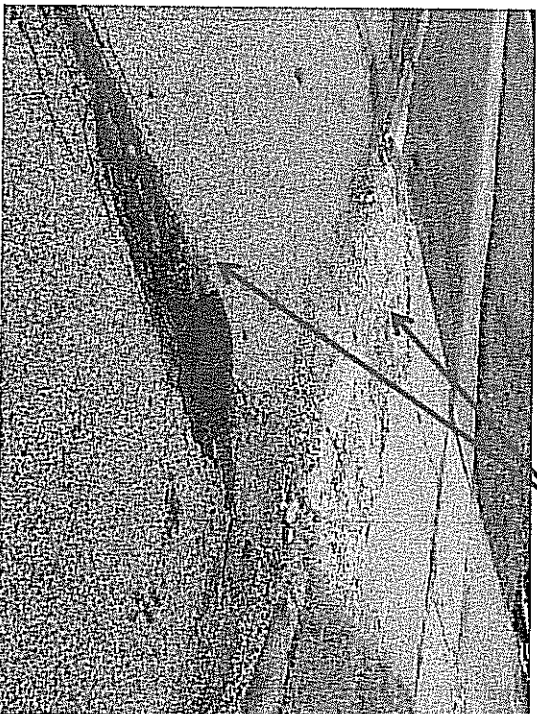
In witness whereof I have hereunto set my hand this 10th day of September, 2008.

  
Kenneth J. Ryan, Township Clerk

## VICTORY HEIGHTS CONDITION PHOTOS



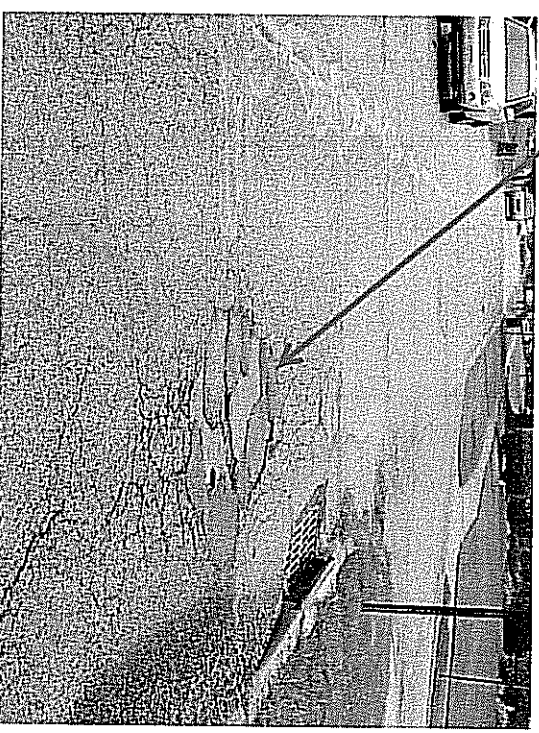
Block cracking evident throughout project



Failed curbs/joints evident throughout project



Utility patch failures throughout project



Alligator cracking / crazing evident throughout project

Delhi Township

Road Maintenance Department

Pavement Management System

Road Inventory Form

SECTION	Section Number: 66	State Route: 142	Inventory Date: 2/27/1990
	Name: VICTORYVIEW LANE	Completed By: DAS	
	From: NEEB ROAD	Jurisdiction: Township	
	To: HOLLOWVIEW COURT	Length (ft): 408.0	
GENERAL	Direction To: East	Subdivision: VICTORY HEIGHTS	Classification: Main
	R.O.W Width (ft): 50	Salt Route: 1	Travel Lanes: 2
	Type Of Median: None		Parking Lanes: 1
PAVE- MENT	Pavement Type: Composite	Width (ft): 25	No. Of Layers: 3
	Pavement Layer:	Type:	Thickness:
	Subgrade	Subgrade	9/1/1993
	Basecourse	Concrete	7.5
	Surface	Asphalt	2.8
SHOULDER	Area (yd^2): 1,133.33	Features:	
TRAFFIC	Average Daily Traffic (ADT): 729	No. of Culverts: 0	No. of Driveways: 5
	% Trucks: 0.0	Bus Route: No	No. of Bridges: 0
	Study: 2	Year: 1992	No. of RR_Xings: 0
	No. Of Traffic Signs: 0	No. of Inlets: 2	No. of Manholes: 1

Remarks

Delhi Township

Road Maintenance Department  
Pavement Management System

Road Condition Report

2007

6/30/2008

Page 1

Section Number	Road Name	From	To	Class	Area (Y*Z)	Length (ft)	Pavement Type	ADT	MI	PCI	Condition	ST	PI	Cost (\$)
66	VICTORYVIEW LANE	NEEB ROAD	HOLLOWVIEW COURT	Main	1,133.3	408.0	Composite	729	3.00	27.60	Very Poor	D	1.69	\$24,321.33
Report Totals:					No. Of Sections: 1	1133.3	0.08 Miles	Network PCI: 27.60	Very Poor					\$24,321.33

Delhi Township

Road Maintenance Department

Pavement Management System

Road Inventory Form

SECTION	Section Number: 67	State Route: 142	Inventory Date: 2/27/1990
	Name: VICTORYVIEW LANE		Completed By: DAS
	From: HOLLOWVIEW COURT		Jurisdiction: Township
	To: HIDDENLAKE DRIVE		Length (ft): 1,130.0
GENERAL	Direction To: SouthEast	Subdivision: VICTORY HEIGHTS	Classification: Collector
	R.O.W Width (ft): 50	Salt Route: 1	Travel Lanes: 2
	Type Of Median: None		Parking Lanes: 1
PAVEMENT	Pavement Type: Composite	Width (ft): 25	No. Of Layers: 3
	Pavement Layer:	Type:	Thickness:
	Subgrade	Subgrade	9/1/1993
	Basecourse	Concrete	6.8
	Surface	Asphalt	2.8
SHOULDER	Area (yd^2): 3,138.89	Features:	
	Type:	Width (in):	Type:
TRAFFIC	Left: Earthwork	12.5	Left: Rolled Concrete
	Right: Earthwork	12.5	Right: Rolled Concrete
TRAFFIC	Average Daily Traffic (ADT): 531		No. of Culverts: 0
	% Trucks: 0.0	Bus Route: No	No. of Driveways: 30
	Study: 2	Year: 1992	No. of Bridges: 0
	No. Of Traffic Signs: 0		No. of RR_Xings: 0
			No. of Inlets: 7
			No. of Manholes: 6

Remarks

Delhi Township

Road Maintenance Department  
Pavement Management System

Road Condition Report

2007

Section Number	Road Name	From	To	Class	Area (Y*Z)	Length (ft)	Pavement Type	ADT	MI	PCI	Condition	ST	PI	Cost (\$)
67	VICTORYVIEW LANE	HOLLOWVIEW COURT	HIDDENLAKE DRIVE	Collector	3,138.9	1,130.0	Composite	531	3.00	27.80	Very Poor	D	1.69	\$67,360.56
Report Totals:					No. Of Sections:	1	3138.9	0.21	Miles	Network PCI:	27.80	Very Poc		\$67,360.56



Delhi Township

Road Maintenance Department

Pavement Management System

Road Inventory Form

S E C T I O N	Section Number: 69	State Route: 142	Inventory Date: 2/27/1990
	Name: VICTORYVIEW LANE		Completed By: DAS
	From: HIDDENLAKE DRIVE		Jurisdiction: Township
	To: END (EAST)		Length (ft): 127.0

G E N E R A L	Direction To: East	Subdivision: VICTORY HEIGHTS	Classification: Local
	R.O.W Width (ft): 50	Salt Route: 1	Travel Lanes: 2
	Type Of Median: None		Parking Lanes: 1

P A V E M E N T	Pavement Type: Composite	Width (ft): 25	No. Of Layers: 3
--------------------------------------	--------------------------	----------------	------------------

Pavement Layer:	Type:	Thickness:	Date Constructed:
Subgrade	Subgrade		9/1/1993
Basecourse	Concrete	7.3	9/1/1993
Surface	Asphalt	2	9/1/1993

Area (yd^2): 352.78	Features:
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S H O U L D E R	Type:	Width (in):	C U R B	Type:	Width (in):
	Left: Earthwork	12.5		Left: Comb. Vertical	127
	Right: Earthwork	12.5		Right: Rolled Concrete	127

T R A F F I C	Average Daily Traffic (ADT): 45	S T R U C T U R E	No. of Culverts: 0	No. of Driveways: 4
	% Trucks: 0.0 Bus Route: No		No. of Bridges: 0	No. of RR_Xings: 0
	Study: 2 Year: 1992		No. of Inlets: 1	No. of Manholes: 1
	No. Of Traffic Signs: 0			

Remarks

Delhi Township

Road Maintenance Department  
Pavement Management System

Road Condition Report

2007

Section Number	Road Name	From	To	Class	Area (Y*Z)	Length (ft)	Pavement Type	ADT	MI	PCI	Condition	ST	P1	Cost (\$)
69	VICTORYVIEW LANE	HIDDENLAKE DRIVE	END (EAST)	Local	352.8	127.0	Composite	45	3.00	45.80	Poor	D	1.69	\$7,570.61
Report Totals:				No. Of Sections:	1	352.78	0.02 Miles	Network PCI:	45.80	Poor				\$7,570.61

## Road Maintenance Department

## Pavement Management System

## Road Inventory Form

S E C T I O N	Section Number: 71	State Route: 169	Inventory Date: 2/26/1990
	Name: HIDDENLAKE DRIVE		Completed By: DAS
	From: VICTORYVIEW LANE		Jurisdiction: Township
	To: END (SOUTH)		Length (ft): 585.0

G E N E R A L	Direction To: SouthEast	Subdivision: VICTORY HEIGHTS	Classification: Local
	R.O.W Width (ft): 50	Salt Route: 1	Travel Lanes: 2
	Type Of Median: None		Parking Lanes: 1

P A V E M E N T	Pavement Type: Composite	Width (ft): 25	No. Of Layers: 3
	Pavement Layer:	Type:	Thickness:
	Subgrade	Subgrade	9/1/1993
	Basecourse	Concrete	7.5
	Surface	Asphalt	1.5

Area (yd^2): 1,625.00	Features: NO TURN AROUND
-----------------------	--------------------------

S H O U L D E R	Type:	Width (in):	C U R B	Type:	Width (in):
	Left: Earthwork	12.5		Left: Rolled Concrete	585
	Right: Earthwork	12.5		Right: Rolled Concrete	585

T R A F F I C	Average Daily Traffic (ADT): 153	S T R U C T U R E	No. of Culverts: 0	No. of Driveways: 15
	% Trucks: 0.0 Bus Route: No		No. of Bridges: 0	No. of RR_Xings: 0
	Study: 2 Year: 1992		No. of Inlets: 4	No. of Manholes: 4
	No. Of Traffic Signs: 0			

Remarks

Delhi Township

Road Maintenance Department  
Pavement Management System

Road Condition Report

2007

Section Number	Road Name	From	To	Class	Area (Y*Z)	Length (ft)	Pavement Type	ADT	MI	PCI	Condition	ST	PI	Cost (\$)
71	HIDDENLAKE DRIVE	VICTORYVIEW LANE	END (SOUTH)	Local	1,625.0	585.0	Composite	153	2.00	41.10	Poor	D	1.69	\$34,872.50
Report Totals:				No. Of Sections:	1	1625	0.11 Miles	Network PCI:	41.10	Poor				\$34,872.50

Delhi Township

Road Maintenance Department

Pavement Management System

Road Inventory Form

S E C T I O N	Section Number: 72	State Route: 143	Inventory Date: 2/26/1990
	Name: HOLLOWVIEW LANE		Completed By: DAS
	From: VICTORYVIEW LANE		Jurisdiction: Township
	To: END		Length (ft): 477.5

G E N E R A L	Direction To: NorthEast	Subdivision: VICTORY HEIGHTS	Classification: Local
	R.O.W Width (ft): 50	Salt Route: 1	Travel Lanes: 2
	Type Of Median: None		Parking Lanes: 1

P A V E M E N T	Pavement Type: Composite	Width (ft): 25	No. Of Layers: 3
--------------------------------------	--------------------------	----------------	------------------

Pavement Layer:	Type:	Thickness:	Date Constructed:
Subgrade	Subgrade		9/1/1993
Basecourse	Concrete	7.3	9/1/1993
Surface	Asphalt	2	9/1/1993

Area (yd^2): 1,326.39	Features:
-----------------------	-----------

S H O U L D E R	Type:	Width (in):	C U R B	Type:	Width (in):
	Left: Earthwork	12.5		Left: Rolled Concrete	477.5
	Right: Earthwork	12.5		Right: Rolled Concrete	477.5

Average Daily Traffic (ADT): 162

% Trucks: 0.0 Bus Route: No

Study: 2 Year: 1992

No. Of Traffic Signs: 0

No. of Culverts: 0 No. of Driveways: 16

No. of Bridges: 0 No. of RR\_Xings: 0

No. of Inlets: 3 No. of Manholes: 2

Remarks

Delhi Township

Road Maintenance Department

Pavement Management System

Road Condition Report

2007

6/30/2008

Page 1

Section Number	Road Name	From	To	Class	Area (Y*Z)	Length (ft)	Pavement Type	ADT	MI	PCI	Condition	ST	PI	Cost (\$)
72	HOLLOWVIEW LANE	VICTORYVIEW LANE	END	Local	1,326.4	477.5	Composite	162	2.00	78.80	Very Good	A	1.69	\$955.00
Report Totals:				No. Of Sections:	1	1326.4	0.09 Miles	Network PCI:	78.80	avg	Good			\$955.00

## Road Maintenance Department

## Pavement Management System

## Road Inventory Form

SECTION	Section Number: 70	State Route: 146	Inventory Date: 2/26/1990
	Name: PAT COURT		Completed By: DAS
	From: VICTORYVIEW LANE		Jurisdiction: Township
	To: END (NORTH)		Length (ft): 192.0
GENERAL	Direction To: North	Subdivision: VICTORY HEIGHTS	Classification: Local
	R.O.W Width (ft): 50	Salt Route: 1	Travel Lanes: 2
	Type Of Median: None		Parking Lanes: 1
PAVEMENT	Pavement Type: Composite	Width (ft): 25	No. Of Layers: 3
	Pavement Layer:	Type:	Thickness:
	Subgrade	Subgrade	9/1/1993
	Basecourse	Concrete	7.3 9/1/1993
	Surface	Asphalt	3 9/1/1995
STATISTICS	Area (yd^2): 533.33	Features:	
SHOULDER	Type:	Width (in):	CURB
	Left: Earthwork	12.5	Left: Rolled Concrete
	Right: Earthwork	12.5	Right: Rolled Concrete
TRAFFIC	Average Daily Traffic (ADT): 54		
	% Trucks: 0.0	Bus Route: No	No. of Culverts: 0 No. of Driveways: 6
	Study: 2	Year: 1992	No. of Bridges: 0 No. of RR_Xings: 0
	No. Of Traffic Signs: 0		No. of Inlets: 2 No. of Manholes: 1

Remarks

Delhi Township

Road Maintenance Department  
Pavement Management System

Road Condition Report

2007

Section Number	Road Name	From	To	Class	Area (Y*Z)	Length (ft)	Pavement Type	ADT	MI	PCI	Condition	ST	PI	Cost (\$)
70	PAT COURT	VICTORYVIEW LANE	END (NORTH)	Local	533.3	192.0	Composite	54	3.00	78.80	Very Good	A	1.69	\$384.00
Report Totals:					No. Of Sections: 1		533.33	0.04	Miles	Network PCI: 78.80		avg Goc		\$384.00



# ADDITIONAL SUPPORT INFORMATION

For Program Year 2009 (July 1, 2009 through June 30, 2010), applying agencies shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

**IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT?   X   YES        NO (ANSWER REQUIRED)**

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

**1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.

**See attachment accompanying the back of this page for condition data.**

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**2) How important is the project to the safety of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

**The Township has received numerous complaints regarding the overall condition flaws on the streets in this application. Faulting joints heave in the winter months which produce the effect of multiple speed bumps throughout the project limits and differential settlement is obvious. This makes safe travel at the posted speed limit dangerous (see photos). Safety will be improved upon completion of new roadway and drainage improvements to surface and subgrade drainage. The repair of voided subgrade and re-establishment of a new, smooth riding surface throughout will eliminate the need to drive to avoid potholes and faulted pavements. Photos confirm roadway ponding which causes icing in the winter months.**

**3) How important is the project to the health of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applying agency must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

**The project will have no effect on the public health.**

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# VICTORY HEIGHTS

## PAVEMENT CONDITION RATINGS

STREET (SEGMENT)	LENGTH	PERCENTAGE OF TOTAL LENGTH	PAVEMENT MANAGEMENT RATINGS		
			RATING	DESCRIPTION	RATING AS A PERCENTAGE OF TOTAL LENGTH
Victoryview - Neeb to Hollowview	408.00	13.97%	27.60	Very Poor	3.86
Victoryview - Hollowview to Hiddenlake	1130.00	38.71%	27.80	Very Poor	10.76
Victoryview - Hiddenlake to End (east)	127.00	4.35%	45.80	Poor	1.99
Hiddenlake - Victoryview to End (south)	585.00	20.04%	41.10	Poor	8.24
Hollowview - Victoryview to End	477.50	16.36%	78.80	Very Good	12.89
Pat - Victoryview to End (north)	192.00	6.58%	78.80	Very Good	5.18
<b>Total</b>	<b>2919.50</b>	<b>100.00%</b>			<b>42.92</b>
<b>OVERALL PCI = 42.92 Poor</b>					

STREET (SEGMENT)	LENGTH	PERCENTAGE OF TOTAL LENGTH	SUPPORT STAFF RATING		
Victoryview - Neeb to Hollowview	408.00	13.97%			
Victoryview - Hollowview to Hiddenlake	1130.00	38.71%			
Victoryview - Hiddenlake to End (east)	127.00	4.35%			
Hiddenlake - Victoryview to End (south)	585.00	20.04%			
Hollowview - Victoryview to End	477.50	16.36%			
Pat - Victoryview to End (north)	192.00	6.58%			
<b>Total</b>	<b>2919.50</b>	<b>100.00%</b>			

# VICTORYVIEW LANE PMS CONDITION SURVEY

(Neeb Rd. to Hollowview Ct.)

CONDITION RATING		CONDITION RATING FORM		Carried		Road Name: VICTORYVIEW LANE		012/010	
F	Section No:	66	Area (sq'ft):	1133.33	Maintenance Factor (MF):	1.30	First Record		
A	Survey Date:	1/21/2007	Bus Route:	No	Transit Factor (TR):	1.00	Next Record		
C	Maintenance Index (MI):	3	Average Daily Traffic (ADT):	729	Traffic Factor (TF):	1.30	Previous Record		
T	Ride Quality Index (RQI):	3	Classification:	Main	Class Factor (FC):	1.20	Last Record		
O	% Crack Deterioration:	5.00%	Pavement Type:	Composite	Unit Cost (\$):	\$21.46			
S									

Distress Type	Category	Severity	Extent	Detection	PCI	Condition
>> Raveling	1	3	4	20.00	63.20	Failed
>> Bond Loss	1	2	2	9.00	68.00	Poor
>> Patch Deterioration	1	2	1	3.00	96.40	Very Good
>> Corrugation or Slippage Cracking	1	1	1	4.80	79.66	Poor
>> Transverse Cracking	2	1	2	7.00	27.60	Very Poor
>> Longitudinal Cracking	2	1	2	5.00		
>> Reflective Cracking	2	3	2	20.00		
>> Pumping	2	0	0	0.00		
>> Settlement	2	1	1	3.60		
>> Shattered/Swell Slab	2	0	0	0.00		
>> Potholes	1	0	0	0.00		

CRACKS:	<input type="radio"/> S	<input type="radio"/> PS	<input type="radio"/> NS	<input type="radio"/> N/A	Rated By:	Carried from 2006 survey.
Priority Index (PI):	156.00					
Strategy:	ID Rehabilitation					
Cost:	\$24,321.33					
Maintenance Actions:	Assign Maximum Priority?					
Crack Sealing	<input type="radio"/> Yes					
Overlay	<input type="radio"/> No					

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The condition survey shows high severity raveling and reflective cracking within the survey area. It further shows moderate severity bond loss and patch deterioration within the survey area. It further shows low severity corrugation or slippage cracking, transverse cracking, longitudinal cracking and settlement within the survey area. Component PCI's are failed (surface) poor (structure and cracking) and very good (support). This equates to an overall Pavement Condition Index of 27.60 (very poor). A visual survey of the roadway will confirm the PMS survey distresses.

# VICTORVIEW LANE PMS CONDITION SURVEY

(Hollowview Ct. to Hiddenlake Dr.)

CONDITION RATING		Carried		Road Name: VICTORVIEW LANE		012/010																																																																																					
Section No: 67		Area (yd²): 3138.89		Maintenance Factor (MAF): 1.30		First Record																																																																																					
Survey Date: 1/21/2007		Bus Route: No		Transit Factor (TR): 1.00		Next Record																																																																																					
Maintenance Index (MI): 3		Average Daily Traffic (ADT): 531		Traffic Factor (TF): 1.30		Previous Record																																																																																					
Ride Quality Index (RQI): 3		Classification: Collector		Class Factor (CF): 1.10		Last Record																																																																																					
% Curb Deterioration: 7.00%		Pavement Type: Composite		Unit Cost (\$): \$21.46																																																																																							
<table border="1"> <thead> <tr> <th>Distress Type</th> <th>Category</th> <th>Severity</th> <th>Extent</th> <th>Deduction</th> <th>PCI</th> <th>Condition</th> </tr> </thead> <tbody> <tr> <td>Ravelling</td> <td>1</td> <td>3</td> <td>4</td> <td>20.00</td> <td>66.20</td> <td>Failed</td> </tr> <tr> <td>Bond Loss</td> <td>1</td> <td>2</td> <td>2</td> <td>9.00</td> <td>68.20</td> <td>Poor</td> </tr> <tr> <td>Patch Deterioration</td> <td>1</td> <td>0</td> <td>0</td> <td>0.00</td> <td>93.40</td> <td>Good</td> </tr> <tr> <td>Corrugation or Slippage Cracking</td> <td>1</td> <td>1</td> <td>1</td> <td>4.80</td> <td>78.06</td> <td>Poor</td> </tr> <tr> <td>Transverse Cracking</td> <td>2</td> <td>2</td> <td>1</td> <td>7.35</td> <td>27.80</td> <td>Very Poor</td> </tr> <tr> <td>Longitudinal Cracking</td> <td>2</td> <td>2</td> <td>1</td> <td>5.25</td> <td></td> <td></td> </tr> <tr> <td>Reflective Cracking</td> <td>2</td> <td>2</td> <td>3</td> <td>19.20</td> <td></td> <td></td> </tr> <tr> <td>Pumping</td> <td>2</td> <td>0</td> <td>0</td> <td>0.00</td> <td></td> <td></td> </tr> <tr> <td>Settlement</td> <td>2</td> <td>1</td> <td>1</td> <td>3.60</td> <td></td> <td></td> </tr> <tr> <td>Shattered/Swell Slab</td> <td>2</td> <td>1</td> <td>1</td> <td>3.00</td> <td></td> <td></td> </tr> <tr> <td>Potholes</td> <td>1</td> <td>0</td> <td>0</td> <td>0.00</td> <td></td> <td></td> </tr> </tbody> </table>								Distress Type	Category	Severity	Extent	Deduction	PCI	Condition	Ravelling	1	3	4	20.00	66.20	Failed	Bond Loss	1	2	2	9.00	68.20	Poor	Patch Deterioration	1	0	0	0.00	93.40	Good	Corrugation or Slippage Cracking	1	1	1	4.80	78.06	Poor	Transverse Cracking	2	2	1	7.35	27.80	Very Poor	Longitudinal Cracking	2	2	1	5.25			Reflective Cracking	2	2	3	19.20			Pumping	2	0	0	0.00			Settlement	2	1	1	3.60			Shattered/Swell Slab	2	1	1	3.00			Potholes	1	0	0	0.00		
Distress Type	Category	Severity	Extent	Deduction	PCI	Condition																																																																																					
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Potholes	1	0	0	0.00																																																																																							
<b>CRACKS:</b> <input type="radio"/> S <input type="radio"/> PS <input type="radio"/> NS <input type="radio"/> N/A				<b>Rated By:</b> Carried from 2006 survey.		<b>Priority Index (PI):</b> 156.00																																																																																					
<b>Strategy:</b> <input type="radio"/> D <input type="radio"/> Rehabilitation				<b>Cost:</b> \$67,360.56		<b>Assign Maximum Priority?</b> <input type="radio"/> Yes <input type="radio"/> No																																																																																					
<b>Maintenance Actions:</b>				<b>Crack Sealing</b>		<b>Overlay</b>																																																																																					
<div> <div> <a href="#">Delete Record</a> <a href="#">New Record</a> <a href="#">Save</a> </div> <div> <a href="#">Find</a> <a href="#">Browse</a> <a href="#">Go To...</a> </div> </div>																																																																																											
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The condition survey shows high severity raveling within the survey area. It further shows moderate severity bond loss transverse cracking, longitudinal cracking, reflective cracking within the survey area. It further shows low severity corrugation or slippage cracking, settlement and shattered swell slab within the survey area. Component PCI's are failed (surface) poor (structure and cracking) and good (support). This equates to an overall Pavement Condition Index of 27.80 (very poor). A visual survey of the roadway will confirm the PMS survey distresses.

# VICTORYVIEW LANE PMS CONDITION SURVEY

(Hiddenlake Dr to End.)

CONDITION RATING FORM		Carried	Road Name:	VICTORYVIEW LANE	012/010
Section No:	69	Area (yd <sup>2</sup> ):	332.78	Maintenance Factor (MF):	1.30
Survey Date:	1/21/2007	Bus Route:	No	Transit Factor (TR):	1.00
Maintenance Index (MI):	3	Average Daily Traffic (ADT):	45	Traffic Factor (TF):	1.00
Ride Quality Index (RQI):	3	Classification:	Local	Class Factor (FC):	1.00
% Curb Deterioration:	2.00%	Pavement Type:	Composite	Unit Cost (\$):	\$21.46

Distress Type	Category	Severity	Extent	Deduction	PCI	Condition
Ravelling	1	3	4	20.00	80.00	Poor
Bond Loss	1	0	0	0.00	68.80	Poor
Patch Deterioration	1	0	0	0.00	97.00	Very Good
Corrugation or Slippage Cracking	1	0	0	0.00	80.46	Poor
Transverse Cracking	2	1	2	7.00	45.80	Poor
Longitudinal Cracking	2	1	2	5.00		
Reflective Cracking	2	2	3	19.20		
Pumping	2	0	0	0.00		
Settlement	2	0	0	0.00		
Shattered/Swell Slab	2	1	1	3.00		
Potholes	1	0	0	0.00		

Surface:	80.00	Condition:	Poor
Cracking:	68.80	Condition:	Poor
Support:	97.00	Condition:	Very Good
Structure:	80.46	Condition:	Poor
Final:	45.80	Condition:	Poor

Priority Index (PI):	156.00
Strategy:	Rehabilitation
Cost:	\$7,570.61

Maintenance Actions:	Assign Maximum Priority?
Crack Sealing	Yes
Overlay	No

CRACKS:	<input type="radio"/> S <input type="radio"/> PS <input type="radio"/> NS <input type="radio"/> N/A	Rated By:	Carried from 2006 survey.
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The condition survey shows high severity raveling within the survey area. It further shows moderate severity reflective cracking within the survey area. It further shows low severity transverse and longitudinal cracking and shattered swell slab within the survey area. Component PCI's are poor (surface, structure and cracking) and very good (support). This equates to an overall Pavement Condition Index of 45.80 (poor). A visual survey of the roadway will confirm the PMS survey distresses.

## (Victoryview Ln. to End South)

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distresses.



# HOLLOWVIEW LANE PMS CONDITION SURVEY

(Victoryview Ln. to End)

CONDITION RATING FORM										Carried		Road Name: HOLLOWVIEW LANE		012/010																																																																																			
Section No:		72		Area (yd <sup>2</sup> ):		1326.39		Maintenance Factor (MF):		1.20		First Record																																																																																					
Survey Date:		1/21/2007		Bus Route:		No		Transit Factor (TR):		1.00		Next Record																																																																																					
Maintenance Index (MI):		2		Average Daily Traffic (ADT):		162		Traffic Factor (TF):		1.20		Previous Record																																																																																					
Ride Quality Index (RQI):		3		Classification:		Local		Class Factor (FC):		1.00		Last Record																																																																																					
% Carb Deterioration:		0.00%		Pavement Type:		Composite		Unit Cost (\$):		50.72																																																																																							
<table border="1"> <thead> <tr> <th>Distress Type</th> <th>Category</th> <th>Severity</th> <th>Extent</th> <th>Deduction</th> <th>PCI</th> <th>Condition</th> </tr> </thead> <tbody> <tr> <td>Ravelling</td> <td>1</td> <td>2</td> <td>4</td> <td>10.00</td> <td>90.00</td> <td>Good</td> </tr> <tr> <td>Bond Loss</td> <td>1</td> <td>0</td> <td>0</td> <td>0.00</td> <td>88.80</td> <td>Good</td> </tr> <tr> <td>Patch Deterioration</td> <td>1</td> <td>0</td> <td>0</td> <td>0.00</td> <td>100.00</td> <td>Excellent</td> </tr> <tr> <td>Corrugation or Slippage Cracking</td> <td>1</td> <td>0</td> <td>0</td> <td>0.00</td> <td>93.60</td> <td>Good</td> </tr> <tr> <td>Transverse Cracking</td> <td>2</td> <td>1</td> <td>1</td> <td>4.20</td> <td>78.80</td> <td>Very Good</td> </tr> <tr> <td>Longitudinal Cracking</td> <td>2</td> <td>1</td> <td>1</td> <td>3.00</td> <td></td> <td></td> </tr> <tr> <td>Reflective Cracking</td> <td>2</td> <td>1</td> <td>2</td> <td>4.00</td> <td></td> <td></td> </tr> <tr> <td>Pumping</td> <td>2</td> <td>0</td> <td>0</td> <td>0.00</td> <td></td> <td></td> </tr> <tr> <td>Settlement</td> <td>2</td> <td>0</td> <td>0</td> <td>0.00</td> <td></td> <td></td> </tr> <tr> <td>Shattered/Swell Slab</td> <td>2</td> <td>0</td> <td>0</td> <td>0.00</td> <td></td> <td></td> </tr> <tr> <td>Potholes</td> <td>1</td> <td>0</td> <td>0</td> <td>0.00</td> <td></td> <td></td> </tr> </tbody> </table>														Distress Type	Category	Severity	Extent	Deduction	PCI	Condition	Ravelling	1	2	4	10.00	90.00	Good	Bond Loss	1	0	0	0.00	88.80	Good	Patch Deterioration	1	0	0	0.00	100.00	Excellent	Corrugation or Slippage Cracking	1	0	0	0.00	93.60	Good	Transverse Cracking	2	1	1	4.20	78.80	Very Good	Longitudinal Cracking	2	1	1	3.00			Reflective Cracking	2	1	2	4.00			Pumping	2	0	0	0.00			Settlement	2	0	0	0.00			Shattered/Swell Slab	2	0	0	0.00			Potholes	1	0	0	0.00		
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Shattered/Swell Slab	2	0	0	0.00																																																																																													
Potholes	1	0	0	0.00																																																																																													
Priority Index (PI): <span>156.00</span> Strategy: <span>A</span> <span>Routine Maintenance</span> Cost: <span>\$955.00</span> Maintenance Actions: Crack Sealing Assign Maximum Priority? <span>Yes</span> CRACKS: <span>S</span> <span>G</span> <span>PS</span> <span>C</span> <span>NS</span> <span>C</span> <span>N/A</span> <span>Rated By:</span> <span>Carried from 2006 survey.</span>					<div> <div>First Record</div> <div>Next Record</div> <div>Previous Record</div> <div>Last Record</div> </div> <div> <div>Delete Record</div> <div>New Record</div> <div>Save</div> </div> <div> <div>End</div> <div>Browse</div> <div>Go To...</div> </div> <div> <div>Back to Main Menu</div> </div>																																																																																												

The condition survey shows moderate severity raveling within the survey area. It further shows low severity transverse, longitudinal, and reflective cracking within the survey area. Component PCI's are good (surface, cracking and structure), excellent (support). This equates to an overall Pavement Condition Index of 78.80 (very good). A visual survey of the roadway will confirm the PMS survey distresses.

# PAT COURT PMS CONDITION SURVEY

(Victoryview Ln. to End North)

CONDITION RATING FORM		Carried	Road Name:	PAT COURT	012/010	
E	Section No:	70	Area (yd²):	533.33	Maintenance Factor (MAF):	1.30
A	Survey Date:	1/21/2007	Bus Route:	No	Transit Factor (TR):	1.00
C	Maintenance Index (MI):	3	Average Daily Traffic (ADT):	54	Traffic Factor (TF):	1.00
T	Ride Quality Index (RQI):	4	Classification:	Local	Class Factor (FC):	1.00
O	% Corp Detention:	0.00%	Pavement Type:	Composite	Unit Cost (\$):	\$0.43
S						
C						
O						
N						
D						
I						
I						
T						
O						
N						
A						
N						
D						
A						
R						
A						
T						
I						
N						
G						

Distress Type	Category	Severity	Extent	Deduction	PCI	Condition
>>	Reavelling	1	4	2.00	98.00	Very Good
	Bond Loss	1	0	0.00	80.80	Fair
	Patch Detention	1	0	0.00	100.00	Excellent
	Corrugation or Slippage Cracking	1	0	0.00	99.05	Good
	Transverse Cracking	2	0	0.00	78.86	Very Good
	Longitudinal Cracking	2	0	0.00		
	Reflective Cracking	2	3	19.20		
	Pumping	2	0	0.00		
	Settlement	2	0	0.00		
	Shattered/Swell Slab	2	0	0.00		
	Potholes	1	0	0.00		

CRACKS:	<input type="radio"/> S	<input type="radio"/> PS	<input type="radio"/> NS	<input type="radio"/> N/A	Rated By:	Carried from 2006 survey
Cost:	\$229.33	Assign	Maximum	Priority?	<input type="radio"/> Yes	<input type="radio"/> No
Maintenance Actions:	Crack Sealing	Surface Seal				
Strategy:	B	Periodic Maintenance				
Priority Index (PI):	156.00					

Find	Browse	Go To...
Delete Record	New Record	Save
First Record	Next Record	Previous Record
Last Record		

[Back to Main Menu](#)

The condition survey shows moderate severity reflective cracking within the survey area. It further shows low severity raveling within the survey area. Component PCI's are fair (cracking), good (structure) very good (surface), excellent (support). This equates to an overall Pavement Condition Index of 78.80 (very good). A visual survey of the roadway will confirm the PMS survey distresses.



4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Victory Heights Improvements

Priority 2 Mt. Alverno Estates Improvements

Priority 3 \_\_\_\_\_

Priority 4 \_\_\_\_\_

Priority 5 \_\_\_\_\_

5) To what extent will the user fee funded agency be participating in the funding of the project?  
(example: rates for water or sewer, frontage assessments, etc.).

**No user fee funds anticipated on this project**

6) **Economic Growth – How will the completed project enhance economic growth**

Give a statement of the projects effect on economic growth (be specific).

**The project will have no effect on economic growth in the area.**

7) **Matching Funds - LOCAL**

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) **Matching Funds - OTHER**

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by **Friday, August 29, 2008** for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

**Hamilton County Engineer's 20% Fund (1%)**

9) **Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?**

Describe how the proposed project will alleviate serious capacity problems (be specific).

**The project will have no effect on the level of service of the facility.**

Level of Service (LOS) calculations shall be for the improvements being made in the application. If this project is a phase of a larger project then any preceding phases shall be considered existing conditions for LOS calculations. Any future project phases shall not be considered as part of this applications LOS calculations.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the current edition of the Highway Capacity Manual.

No Build  
Current Year LOS \_\_\_\_  
Design Year LOS \_\_\_\_

Proposed Geometry  
Current Year LOS \_\_\_\_  
Design Year LOS \_\_\_\_

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

**N/A**

**10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?**

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 6

a.) Are preliminary plans or engineering completed? Yes X No \_\_\_\_\_ N/A \_\_\_\_\_

b.) Are detailed construction plans completed? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_

c.) Are all utility coordination's completed? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_

d.) Are all right-of-way and easements acquired (if applicable)? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A X

If no, how many parcels needed for project? N/A Of these, how many are: Takes \_\_\_\_\_

Temporary \_\_\_\_\_

Permanent \_\_\_\_\_

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

N/A

e.) Give an estimate of time needed to complete any item above not yet completed. 6 Months.

**11) Does the infrastructure have regional impact?**

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Regional significance is minimal.

**12) What is the overall economic health of the jurisdiction?**

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

**13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?**

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

None

Will the ban be removed after the project is completed? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A X

**14) What is the total number of existing daily users that will benefit as a result of the proposed project?**

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT \_\_\_\_\_ X 1.20 = \_\_\_\_\_ Users

Water/Sewer: Homes 370 X 4.00 = 444 Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax   **X**  

Infrastructure Levy   **X**   Specify type   **Permanent 1.3 mill Road and Bridge Levy**  

Facility Users Fee \_\_\_\_\_ Specify type \_\_\_\_\_

Dedicated Tax \_\_\_\_\_ Specify type \_\_\_\_\_

Other Fee, Levy or Tax \_\_\_\_\_ Specify type \_\_\_\_\_

**SCIP/LTIP PROGRAM  
ROUND 23 - PROGRAM YEAR 2009  
PROJECT SELECTION CRITERIA  
JULY 1, 2009 TO JUNE 30, 2010**

NAME OF APPLICANT: Delhi Township

NAME OF PROJECT: Victory Heights Improvements

RATING TEAM: 1

**General Statement for Rating Criteria**

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

**CIRCLE THE APPROPRIATE RATING**

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

23 - Critical

20 - Very Poor

**17 - Poor**

15 - Moderately Poor

10 - Moderately Fair

5 - Fair Condition

0 - Good or Better

Appeal Score

\_\_\_\_\_

**Criterion 1 - Condition**

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

**Definitions:**

**Failed Condition** - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.)

**Critical Condition** - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.)

**Very Poor Condition** - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.)

**Poor Condition** - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.)

**Moderately Poor Condition** - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.)

**Moderately Fair Condition** - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

**Fair Condition** - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

**Good or Better Condition** - little to no maintenance required to maintain integrity.

**Note:** If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact**

Appeal Score

\_\_\_\_\_

**Criterion 2 – Safety**

The applying agency shall include in its application the type of deficiency that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact**

Appeal Score

\_\_\_\_\_

**Criterion 3 – Health**

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) Does the project help meet the infrastructure repair and replacement needs of the applying agency?

Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project**
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score

\_\_\_\_\_

**Criterion 4 – Jurisdiction's Priority Listing**

The applying agency **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

- 5) To what extent will a user fee funded agency be participating in the funding of the project?
- ☒ 10 – Less than 10%
  - 9 – 10% to 19.99%
  - 8 – 20% to 29.99%
  - 7 – 30% to 39.99%
  - 6 – 40% to 49.99%
  - 5 – 50% to 59.99%
  - 4 – 60% to 69.99%
  - 3 – 70% to 79.99%
  - 2 – 80% to 89.99%
  - 1 – 90% to 95%
  - 0 – Above 95%

Appeal Score

---

**Criterion 5 – User Fee-funded Agency Participation**  
 To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

- 6) **Economic Growth – How the completed project will enhance economic growth (See definitions).**
- 10 – The project will **directly** secure new employment
  - 5 – The project will permit more development
  - ☒ 0 – The project will not impact development

Appeal Score

---

**Criterion 6 – Economic Growth**  
 Will the completed project enhance economic growth and/or development ~~\_\_\_\_\_~~?  
**Definitions:**  
**Secure new employment:** The project as designed will secure development/employers, which will immediately add new permanent employees ~~\_\_\_\_\_~~. The applying agency must submit details.  
**Permit more development:** The project as designed will permit additional business development/employment. The applying agency must supply details.  
**The project will not impact development:** The project will have no impact on business development.  
*Note:* Each project is looked at on an individual basis to determine if any aspects of this category apply.

- 7) **Matching Funds - LOCAL**
- 10 - This project is a loan or credit enhancement
  - ☒ 10 – 50% or higher
  - 8 – 40% to 49.99%
  - 6 – 30% to 39.99%
  - 4 – 20% to 29.99%
  - 2 – 10% to 19.99%
  - 0 – Less than 10%

List total percentage of "Local" funds <sup>50</sup>~~50.51~~ %

**Criterion 7 – Matching Funds – Local**  
 The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other").

8) Matching Funds – OTHER List total percentage of “Other” funds 1 %

- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 1 – 1% to 9.99%
- 0 – Less than 1%

List below each funding source and percentage

<u>ODOT County</u>	<u>1</u> %
_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %

#### Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer’s Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

- 10 - Project design is for future demand.
- 8 - Project design is for partial future demand.
- 6 - Project design is for current demand.
- 4 - Project design is for minimal increase in capacity.
- 0 - Project design is for no increase in capacity.

Appeal Score

\_\_\_\_\_

#### Criterion 9 – Alleviate Capacity Problems

The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis must accompany the application to receive more than 4 points. Projected traffic or demand should be calculated as follows:

##### Formula:

Existing volume x design year factor = projected volume

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

##### Definitions:

**Future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Partial future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Current demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

**Minimal increase** – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

**No increase** – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

- 5 - Will be under contract by December 31, 2009 and no delinquent projects in Rounds 20 & 21
- 3 - Will be under contract by March 31, 2010 and/or one delinquent project in Rounds 20 & 21
- 0 - Will not be under contract by March 31, 2010 and/or more than one delinquent project in Rounds 20 & 21

**Criterion 10 – Readiness to Proceed**

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

10 – Major Impact

Appeal Score

8 – Significant Impact

6 – Moderate Impact

4 – Minor Impact

2 – Minimal or No Impact

**Criterion 11 - Regional Impact**

The regional significance of the infrastructure that is being repaired or replaced.

**Definitions:**

**Major Impact** – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

**Significant Impact** – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

**Moderate Impact** – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

**Minor Impact** – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

**Minimal or No Impact** - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.



12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

**Criterion 12 – Economic Health**

The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 – 80% reduction in legal load or 4-wheeled vehicles only

7 – Moratorium on future development, *not* functioning for current demand

6 – 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 – 40% reduction in legal load

2 – 20% reduction in legal load

0 – Less than 20% reduction in legal load

**Criterion 13 - Ban**

The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 30,000 or more

Appeal Score

8 - 21,000 to 29,999

6 - 12,000 to 20,999

4 - 3,000 to 11,999

2 - 2,999 and under

**Criterion 14 - Users**

The applying agency shall provide documentation. A registered professional engineer or the applying agency's C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the applying agency enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide documentation of which fees have been enacted.)*

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

**Criterion 15 – Fees, Levies, Etc.**

The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.